



**FEDERAL LEGISLATIVE REPORT**  
**April 5, 2005**

**Mayor and Council Information Requests**

<b>Legislation</b>	<b>Summary &amp; Status</b>	<b>Comments</b>
<b><u>HR 3 Transportation Equity Act: A Legacy for Users</u></b>  <b>Mayor and Council Position</b>  <b>Mayor and Council Information Request:</b>	<p>To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.</p> <p><b>MAJOR ACTIONS:</b> (<i>italicize indicates Senate actions</i>)</p> <p>2/9/2005 Introduced/originated in House</p> <p>3/7/2005 Reported (Amended) by the Committee on Transportation. H. Rept. <u>109-12</u>, Part I.</p> <p>3/8/2005 Supplemental report filed by the Committee on Transportation, H. Rept. <u>109-12</u>, Part II.</p> <p>3/10/2005 Passed/agreed to in House: On passage Passed by the Yeas and Nays: 417 - 9 (<u>Roll no. 65</u>).</p>	<p><u>Transportation Reauthorization</u></p> <p>The Senate Environment and Public Works Committee reported a five year, \$191 billion surface transportation maintenance bill (SAFETEA) on March 16. The bill reflects the highway portion of the authorization measure while \$51.6 billion was added to the transit portion marked up by the Senate Banking Committee on Thursday. The Banking Committee bill contains provisions designed to encourage communities to create bus rapid transit projects as an alternative to popular, but more expensive, light rail projects. It also would set up a streamlined approval process for either rail or bus rapid transit projects that cost less than \$75 million – such as the Historic Old Pueblo Rail Extension.</p>

		<p>The measure would also allow private contractors for public transit agencies to receive federal grants, with the goal of encouraging the use of private companies to provide transit services when that would be more cost-effective.</p> <p>The total funding for the Senate versions of the bill, including Senate Finance's bill which is yet to be considered, will total \$284 billion. The House-passed version (HR 3) guarantees \$283.9 billion over six years for surface transportation programs. The president has <b>threatened to veto</b> the final bill if the net authorization level exceeds \$283.9 billion over six years.</p>
<p><b><u>HR 27 Job Training Improvement Act of 2005</u></b></p> <p><b>Mayor and Council Position:</b></p> <p><b>Mayor and Council Information Request:</b></p>	<p>To enhance the workforce investment system of the Nation by strengthening one-stop career centers, providing for more effective governance arrangements, promoting access to a more comprehensive array of employment, training, and related services, establishing a targeted approach to serving youth, and improving performance accountability, and for other purposes.</p> <p><b>STATUS (major actions):</b> (<i>italicize indicates Senate actions</i>)</p> <p>1/4/2005 Introduced/originated in House</p> <p>2/25/2005 Reported (Amended) by the Committee on Education and the Workforce. H. Rept. 109-9. Filed late, pursuant to previous special order.</p>	<p>The House is expected to pass the reauthorization of the Workforce Investment Act legislation (HR 27) next week. The bill would overhaul the nation's main job training program. The bill provides job training programs for various groups such as youths, veterans, and seasonal and migrant workers. Legislation to reauthorize WIA has been stalled in Congress for two years amid partisan disputes.</p> <p>Both the House and the Senate passed measures in the 108th Congress, but the bills never made it to a conference committee.</p>

	<p>3/1/2005 Supplemental report filed by the Committee on Education and the Workforce, H. Rept. 109-9, Part II.</p> <p>3/2/2005 Passed/agreed to in House: On passage Passed by recorded vote: 224 - 200 (Roll no. 48).</p> <p>3/3/2005 Referred to Senate committee: Received in the Senate and Read twice and referred to the Committee on Health, Education, Labor, and Pensions.</p>	
<p><b><u>HR 72 One Man One Woman</u></b></p> <p><b>Mayor and Council Position:</b></p> <p><b>Mayor and Council Information Request:</b></p>	<p>To define marriage for all legal purposes in the District of Columbia to consist of the union of one man and one woman.</p> <p><b>STATUS (major actions):</b> 1/4/2005: Referred to the House Committee on Government Reform.</p>	<p>The House yesterday passed H.R. 72, the Job Training Improvement Act of 2005. There were no amendments adopted. The bill, in its current form, would extend mandatory grants to states for vocational rehabilitation services. Congressional Budget Office (CBO) reports that this mandatory spending will reach approximately \$16.5 billion through FY 2011. Since it is already built into CBO's baseline, the \$16.5 billion would not result in additional costs relative to the baseline. H.R. 27 also reauthorizes the Adult Education and Family Literacy Act and the Workforce Investment Act of 1998 (WIA), which would cost \$31.6 billion in discretionary spending over the FY 2006-2011 period, according to CBO.</p>
<p><b><u>HR 418 REAL ID Act of 2005</u></b></p> <p><b>Mayor and Council Position:</b></p> <p><b>Mayor and Council Information</b></p>	<p>To establish and rapidly implement regulations for State driver's license and identification document security standards, to prevent terrorists from abusing the asylum laws of the United States, to unify</p>	<p>The debate to reform the nation's immigration policy is heating up, with the House expected to consider a controversial proposal by Judiciary Committee Chairman F. James Sensenbrenner (R-WI)</p>

<p><b>Request:</b></p>	<p>terrorism-related grounds for inadmissibility and removal, and to ensure expeditious construction of the San Diego border fence.</p> <p><b>STATUS (major actions):</b>  1/26/2005 Introduced/originated in House</p> <p>2/10/2005 Passed/agreed to in House: On passage Passed by the Yeas and Nays: 261 - 161 (Roll no. 31).</p> <p>2/17/2005 Referred to Senate committee: Read twice and referred to the Committee on the Judiciary.</p>	<p>the week of Feb. 7. Sensenbrenner's measure (HR 418) will make it harder for illegal aliens to get driver's licenses and win asylum. The bill also would give immigration judges broader discretion in evaluating the credibility of applicants for asylum. Chairman Sensenbrenner is bypassing his committee and is expected to bring the measure straight to the House floor. The measure, however, may not sail through without some resistance from within the Republican Party and among Democrats.</p> <p>Republicans are divided over the best approach to immigration reform. The proposals range from toughening our immigration laws to plans to provide more flexibility for undocumented workers. The more flexible approach, proposed by the President, will give millions of undocumented workers a chance to temporarily legalize their status with guest worker visas.</p> <p>Majority Leader Tom DeLay indicated if the bill passes he will attach it to the supplemental spending bill for Iraq to ensure its quick passage. In the Senate, John Cornyn (R-TX) is working to advance a similar proposal that will closely mirror Bush's plan. Senator McCain is expected to introduce immigration legislation as well.</p>
<p><b>HR 1160: Welfare Reform Extension Act of 2005</b></p>	<p>To reauthorize the Temporary Assistance for Needy Families block grant program</p>	<p><u>Welfare Reform Reauthorization</u></p>

<p><b>Mayor and Council Position:</b></p> <p><b>Mayor and Council Information Request:</b></p>	<p>through June 30, 2005, and for other purposes.</p> <p><b>MAJOR ACTIONS:</b> (<i>color indicates Senate actions</i>)</p> <p>3/8/2005 Introduced/originated in House</p> <p>3/14/2005 Passed/agreed to in House: On motion to suspend the rules and pass the bill Agreed to by voice vote.</p> <p>3/15/2005 Passed/agreed to in Senate: Received in the Senate, read twice, considered, read the third time, and passed without amendment by Unanimous Consent.</p> <p>3/25/2005 Signed by President.</p> <p>3/25/2005 Became Public Law No: 109-004</p>	<p>Earlier this week Congress cleared the ninth extension of welfare reform programs (H.R 1160). The bill reauthorizes the Temporary Assistance for Needy Families (TANF) block grants through June. The current extension expires at the end of this month. TANF is a mandatory program that currently receives \$16.5 billion annually for family assistance grants to the states and the District of Columbia.</p>
<p><b><u>S 256 Bankruptcy Abuse Prevention and Consumer Protection Act of 2005</u></b></p> <p><b>Mayor and Council Position:</b></p> <p><b>Mayor and Council Information Request:</b></p>	<p>A bill to amend title 11 of the United States Code, and for other purposes.</p> <p><b>STATUS (major actions):</b></p> <p>2/1/2005 Introduced/originated in Senate</p> <p>2/17/2005 Committee on the Judiciary. Reported by Senator Hatch for Senator Specter with amendments. Without written report.</p> <p>3/10/2005 Passed/agreed to in Senate: Passed Senate with amendments by Yea-Nay. 74 - 25. Record Vote Number: 44.</p>	<p>Upon return from recess, the Senate is expected to move quickly on a bill to overhaul bankruptcy (S. 256). Sponsored by Charles E. Grassley, R-Iowa, the bill would create a means test to determine whether individuals could file under Chapter 7 of the bankruptcy code, which erases debts after forfeiture of some assets, or Chapter 13, which results in a court-ordered payment plan.</p> <p>Supporters of the bill, which include financial services companies, are hopeful the bill will be resolved this year, settling a</p>

	<p>3/15/2005 Referred to House committee: Referred to the Committee on the Judiciary, and in addition to the Committee on Financial Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.</p>	<p>decade of debate on the measure.</p> <p>Critics, which include Senator Kennedy (D-MA), say the legislation would hurt legitimate bankruptcy filers — specifically those with high medical expenses that led them to seek bankruptcy protection— who would face additional lawyers ' fees and paperwork because of the means test.</p> <p>Among the provisions expected to be added to the Senate bill is language to increase the minimum wage. Led by Senator Rick Santorum (R-PA), Republican leadership will offer a proposal to raise it by \$1.10 over two years. Democrats are expected to offer a proposal that will raise it by \$2.10 over 26 months.</p>
<p><b><u>S 606: Reliable Fuels Act</u></b></p> <p><b>Mayor and Council Position:</b></p> <p><b>Mayor and Council Information Request:</b></p>	<p>A bill to amend the Clean Air Act to eliminate methyl tertiary butyl ether from the United States fuel supply, to increase production and use of renewable fuel, and to increase the Nation's energy independence, and for other purposes.</p> <p><b>ALL ACTIONS:</b> (<i>color indicates Senate actions</i>)</p> <p><b>3/11/2005:</b></p> <p>Introductory remarks on measure. (CR <u>S2521-2522</u>)</p> <p><b>3/11/2005:</b></p> <p>Read twice and referred to the Committee on Environment and Public</p>	<p><b><u>Renewable Fuels Bill</u></b></p> <p>An energy bill passed the Senate Environment and Public Works Committee on Wednesday that will expand use of ethanol-blended motor fuels. The bill, S. 606 would require oil refiners to add more renewable fuels, such as corn-based ethanol and biodiesel, into motor fuels over the next seven years. Ethanol is an oxygenate that helps gasoline burn more cleanly and reduces emissions of carbon monoxide and other pollutants. It is often used by refiners to meet federal clean-fuel requirements in the most air-polluted cities.</p> <p>Ethanol-blended fuels currently represent</p>

	<p>Works.</p> <p><b>3/16/2005:</b></p> <p>Committee on Environment and Public Works. Ordered to be reported with amendments favorably.</p>	<p>2.5 percent of the market for U.S. motor fuels. The Senate bill would increase that market to as much as 4 percent. The bill also includes a provision that would phase out the use of MTBE. The measure is expected to be folded into comprehensive energy legislation that could be considered by the full Senate in late spring.</p>
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